

EXTENSIONS OF REMARKS

TIME TO REEXAMINE ELECTORAL PROCESS AND PROCEDURES

HON. MIKE HONDA

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. HONDA. Mr. Speaker, today I express my concerns over the difficulties that arose during our voting and ballot counting process in this most recent presidential election. It is undisputed that the presidential candidate who received more popular votes on Election Day, November 7, 2000, was not elected to the nation's highest office. However, our Constitution allows for this anomalous result. While the Electoral College system may need to be reviewed, I believe the most troubling aspect of this result was that the voting process and procedure failed a great number of American voters. From allegations of voter intimidation, voter confusion, to the now infamous Votomatic punch systems, process and procedural problems abounded. We are now in the 21st Century, and as a Representative from the Silicon Valley, I know that the technological creativity and innovation exist to solve these problems. We must be willing to research, test and implement reliable technologies to the way in which we conduct elections.

The right to vote is one of the most cherished and fundamental rights we have in our great nation. There are a myriad of ways in which a voter may become disenfranchised and the passage of the Voting Rights Act of 1965 was a milestone in the protection of this right. Now, 35 years later we have learned that even more is needed to protect our right to vote and have our vote counted. Mr. Speaker, as has been stated by many of my colleagues who are concerned about this issue it is nothing less than the integrity of the vote in America that we in Congress must now work together to protect.

IN RECOGNITION OF MR. DAVID M. LANEY

HON. TOM DeLAY

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. DELAY. Mr. Speaker, today I recognize Mr. David M. Laney, who will soon complete his term as a member of the Texas Transportation Commission. Governor George W. Bush appointed Mr. Laney to the commission in April 1995, designating him its chairman and Commissioner of Transportation. In April 2000, he stepped down as Commissioner of Transportation, serving the remainder of his term as a member of the commission.

During his term on the commission, Mr. Laney has been the champion of the State's efforts to increase the state's share of federal transportation dollars returning to Texas. He

was instrumental in promoting the STEP 21 Coalition's successful efforts to guarantee that every state receive a fairer return on its contributions to the Highway Trust Fund. As a result, the Transportation Equity Act for the 21st Century (TEA 21) provides a guarantee of at least a 90.5 percent return. When this guarantee was combined with a significant increase in national highway program funding and the use of more real world funding formula factors, Texas received an increase of more than \$700 million annually in federal highway funds. In addition, he promoted increased federal funding for the nation's general aviation and reliever airports, which Congress provided in the historic Wendell H. Ford Aviation Investment Reform Act for the 21st Century (AIR 21). Finally, Mr. Laney has been a strong advocate for the state's small urban and rural transit systems, working with Congress to provide much needed discretionary funding to address the vehicle replacement needs of these vital transportation systems, the most extensive in the nation. With these additional funds for Texas transportation programs, the commission will be better able to meet the tremendous transportation demands of the growing regional and international trade traffic in Texas.

With a look to the future, as Commissioner of Transportation Mr. Laney led the Texas Department of Transportation in its efforts to obtain the flexible financing tools it needs to help address the multitude of transportation needs in Texas. He was successful in working with the Texas Legislature to create the Texas Turnpike Authority Division of the department, which provides toll-funding options for the state's major transportation projects. With this strong support and encouragement, the division has applied for and expects to receive an \$800 million loan under the federal Transportation Infrastructure Finance and Innovation Act for a major Central Texas turnpike project. Under Mr. Laney's leadership, the commission has used the Texas State Infrastructure Bank, authorized under the National Highway System Designation Act of 1995, to provide needed assistance to localities to help move forward important transportation projects. Mr. Laney also initiated a major Texas border strategy, which provides more than \$1.8 billion in priority highway funding to the state's border region to address the demands of international trade traffic.

Throughout his tenure on the commission, Mr. Laney has provided strong, confident, and visionary leadership to the Texas Department of Transportation, promoting the development of a first-class Texas transportation system. His legacy is a transportation agency with a menu of solid financial and operational tools to provide a safe, effective, and environmentally sensitive transportation system for the people of Texas and the nation. His dedication to transportation and his strong leadership on the commission will be missed.

Mr. Speaker, I know my fellow Texans join me in this expression of appreciation to David Laney for his exemplary leadership. I urge my

colleagues to join me in congratulating him and wishing him the best in his future endeavors.

PERSONAL EXPLANATION

HON. WILLIAM M. THOMAS

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. THOMAS. Mr. Speaker, I was absent for rollcall vote Nos. 3 and 4 on January 3, 2000. Had I been present, I would have voted "no" on rollcall No. 3 and "yes" on rollcall No. 4.

INTRODUCTION OF THE BINATIONAL GREAT LAKES-SEAWAY ENHANCEMENT ACT OF 2001

HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Saturday, January 6, 2001

Mr. OBERSTAR. Mr. Speaker, on January 3, I introduced legislation, the Binational Great Lakes-Seaway Enhancement Act of 2001, to improve the competitiveness of the Great Lakes-St. Lawrence Seaway system and restore its vitality.

Since the opening of the St. Lawrence Seaway more than 40 years ago, the Great Lakes-St. Lawrence Seaway system has become a vital transportation corridor for the United States. The Seaway connects the Great Lakes with the Atlantic Ocean and makes it possible to ship manufactured products from our industrial Midwest and grains from the Upper Plains directly to overseas markets. Benefits of efficient operations of this transportation route are not limited to the Great Lakes region but extend throughout the United States. Congress recognized the broader impacts and, accordingly, designated the Great Lakes as America's fourth seacoast in 1970.

The Great Lakes region and the international markets recognized the system's potential, as evidenced by the sharp rise in vessel and cargo traffic through the Seaway after its opening in 1959. Unfortunately, that potential was never fulfilled. The upward trend in cargo traffic peaked around 1977-79. It then went into a long decline, precipitated in part by a nationwide economic recession that hit the manufacturing sector particularly hard, and prolonged in part because of capacity constraints imposed by the Seaway.

Locks on the Seaway and the Great Lakes were built as long ago as 1895. New locks constructed for the Seaway between the mid- and late-1950s, as authorized by Congress in 1954, were built to the same size as those completed in 1932. Locks and connecting channels were limited to 27 feet of draft. Because vessel size had grown over time, Seaway facilities were too small on opening day to

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